

Operations Support

COMBAT AVIATION ADVISORY OPERATIONS

COMPLIANCE WITH THIS INSTRUCTION IS MANDATORY. This instruction implements AFD 16-1, *International Affairs*. It establishes procedures for combat aviation advisory operations with foreign aviation forces. The instruction applies to the 6th Special Operations Squadron (6 SOS), which is specifically tasked to conduct combat aviation advisory operations, to AFSOC forces augmenting the 6 SOS, and to other personnel augmenting the 6 SOS in the advisory role. This instruction also applies to Air Force Reserve Command (AFRC) and Air National Guard (ANG) personnel assigned to, or augmenting, 6 SOS advisory forces.

OPR: 6 SOS/XO (Mr. Klingaman)
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Chapter 1

GENERAL INFORMATION

1.1. General. This is a single-source Command instruction for 6th Special Operations Squadron (6 SOS) combat aviation advisory operations. HQ AFSOC/DOV has overall responsibility for the administration of this instruction. This operating instruction is intended to standardize 6 SOS training and advisory operations, increase the effectiveness of training and advisory support to foreign aviation forces, decrease the risk to squadron trainers and advisors, and ensure that 6 SOS and AFSOC members carry out their assigned duties IAW appropriate Command guidance.

1.2. Applicability. This instruction is directive for all personnel assigned to, attached to, or augmenting the 6 SOS in the advisory mission, to include USAF Reserve and Air National Guards members augmenting the 6 SOS.

1.3. Distribution. Distribute this instruction to all 6 SOS combat aviation advisors. Copies will be made available to augmentees to familiarize them with the unique requirements and restrictions of the advisory mission.

1.4. Requisition Procedures. This instruction is available through the Joint Electronic Library CD-ROM.

1.5. Revisions. Personnel at all echelons are encouraged to submit proposed changes, IAW AFI 11-215, through Command channels, to HQ AFSOC/DOV. Use AF Form 847, *Recommendation for Change of Publication*.

1.6. Deviations and Waivers. Unless otherwise specified in the text, deviations from this guidance require a waiver by the HQ AFSOC/DO. This authority may be delegated to the Commander, Air Force Special Operations Forces for operationally assigned forces.

1.6.1. Do not deviate from the policies and guidance in this instruction, except:

1.6.1.1. When waived by appropriate authority.

1.6.1.2. For safety.

1.6.1.3. If beyond command and control communications capability. Mission commanders and team leaders may deviate from this instruction, as necessary, to protect their team and equipment. Although this instruction provides guidance for operations under most circumstances, it is not a substitute for sound judgment.

1.6.2. Report non-waivered deviations, through channels, to HQ AFSOC/DOV within 48 hours, followed by a written report.

1.7. Terms Explained.

1.7.1. “Will” and “shall” indicate a mandatory requirement.

1.7.2. “Should” indicates a recommended procedure.

1.7.3. “May” indicates an acceptable or suggested means of accomplishment.

1.7.4. “WARNING:” indicates operating procedures, techniques, and so forth which may result in personal injury or loss of life if not carefully followed.

1.7.5. “CAUTION:” indicates operating procedures, techniques, and so forth which may result in damage to equipment if not carefully followed.

1.7.6. “NOTE:” indicates operating procedures, techniques, and so forth, which are essential to emphasize.

Chapter 2

OPERATIONS WITH FOREIGN AVIATION FORCES

Section A--Mission Characteristics and Parameters

2.1. Mission. The 6th Special Operations Squadron is a combat aviation advisory unit specifically organized, trained, and equipped to advise and train foreign aviation forces to employ and sustain their own assets in both peace and war and, when necessary, to integrate those assets into joint, multi-national operations. A principal objective of 6 SOS advisory operations is to facilitate the availability, reliability, safety, and interoperability of host-nation (HN) or participating-nation (PN) aviation resources to support combined surface special operations forces.

2.2. Scope of Operations. 6 SOS supports the theater combatant commanders in both peace and war in a wide variety of local and regional conflicts and emergencies. The squadron's combat advisory capabilities are applied throughout the range of military operations--from military operations other than war to major regional conflict. Squadron capabilities are focused on three interrelated mission areas: foreign internal defense (FID), coalition support, and unconventional warfare (UW). The mission arena also encompasses such collateral activities as advising on air support for disaster assistance and humanitarian aid.

2.2.1. The aviation aspect of FID (aviation-FID) is one of training and advising foreign aviation forces in the sustained use of airpower to help HN governments deal with the internal problems of subversion, lawlessness, and insurgency. Such HN programs are often referred to as *internal defense and development* (IDAD) plans or strategies. The key term is *internal*.

2.2.1.1. FID, by nature a joint-interagency activity, is established under U.S. public law as a principal United States Special Operations Command activity, along with direct action, counterterrorism, special reconnaissance, and UW. Advisory assistance and training are major components of FID. Operations associated with aviation-FID include support to HN counterinsurgency and counternarcotics programs. Although the term *foreign internal defense* is widely understood throughout the U.S. government, its official use is largely restricted to Department of Defense (DoD) organizations.

2.2.1.2. Aviation-FID functions as a complement to other SOF component operations involving ground, maritime, and riverine advisory assistance and training conducted with HN forces within various theaters of operation.

2.2.2. In coalition support, 6 SOS personnel assist U.S. combatant commanders and civilian agencies in planning and integrating foreign air support into theater campaign plans, contingencies, and other joint, multi-national activities. As an extension of that task, squadron personnel may assist coalition partners in operational-level (air campaign) and tactical-level planning and force integration for combined operations. Coalition support includes liaison functions as well as advisory actions to:

- (1) Promote safety and interoperability between U.S. forces and coalition partners.
- (2) Facilitate airspace deconfliction.
- (3) Help integrate HN efforts into combined air campaign operations.
- (4) Increase the tactical effectiveness of HN aviation resources.
- (5) Maintain vital coordination links between HN aviation units and joint, combined air tasking authorities.

2.2.3. 6 SOS UW tasks include advising and training foreign aviation units to support partisan operations in occupied territory with aerial insertion, extraction, and resupply from a third-country sanctuary.

2.2.4. 6 SOS advisory capabilities in the operations arena include fixed and rotary-wing airlift, special operations aviation, combat search and rescue, air-ground operations, and risk management.

2.2.5. Assistance in the aviation support arena includes aviation maintenance; supply; munitions; ground safety; life support; survival; air base defense; command, control and communications; and other functions supporting combat air operations.

2.2.6. 6 SOS advisory and training operations are aimed at helping foreign friends and allies develop and maintain their own air support capabilities, not to conduct operations for them. Operations focus primarily on hands-on, adaptive training and advisory support geared to practical applications in host countries. The term *adaptive training* distinguishes between instruction in applied tactics, techniques, and procedures and more basic types of instruction provided through such agencies as undergraduate pilot training and the Inter-American Air Forces Academy (IAAFA). The adaptive training approach advances basic skills through instruction in the host language, provided in the host country using equipment at hand, and applied (through advisory assistance) to specific conflicts and tactical situations.

2.2.7. Assistance to foreign aviation units may be provided through mobile training teams (MTT) programmed and funded under security assistance or performed in conjunction with other programs conducted by the combatant commands and by various agencies of the U.S. government.

2.2.8. Assistance to the theater combatant commands includes airpower assessments of foreign aviation capabilities, primarily in the joint-combined arena. The squadron also performs surveys aimed at identifying opportunities and requirements for joint and combined operations, exercises, and training.

2.3. The Aviation Advisor's Environment. The combat aviation advisor deals with a variety of challenges when working with foreign aviation forces. The most significant challenges are posed

by non-standard aircraft and aviation maintenance practices; dissimilar tactics, techniques, and procedures; and dissimilar aircrew qualification and currency standards. The basic assumptions acquired and nurtured through years of USAF training and experience often do not apply to foreign flying organizations. The dissimilarities in operating procedures and standards must be planned for and taken into account when training and advising foreign aviation forces. These dissimilarities also establish the basis and the need for the guidance contained in this instruction.

2.3.1. Formal guidelines for integrating U.S. and foreign air power have not been developed. Likewise, at present, there is no combined air doctrine furnishing a common ground of understanding among airmen of friendly and allied nations on how to coordinate and pool their resources to support theater or air campaign objectives.

2.3.2. Some foreign aviation units are fully “mission capable” in a day-VFR environment, but do not operate at night or in weather. Some units lack basic instrument qualification. Other units may possess high-time aircrews with extensive instrument experience, but maintain almost no currency or experience in tactical events. In many cases, currency and safety standards are closely tied to available funding for maintenance, spare parts, and fuel.

2.3.3. Foreign aviation operating policies and procedures are often based on principles and objectives that differ significantly from those of the USAF, contributing even more to the list of unknowns the advisor must eventually solve. As an example, instructor air crew selection, crew resource management, and operational procedures are often driven by social, cultural, and economic factors rather than by the simple imperative of “what works.” All these factors, often coupled with significant language differences, tend to deny both the advisor and the host-nation counterpart a common ground of understanding during the initial stages of an advisory relationship.

2.3.4. There are also legal requirements and constraints placed on advisory personnel that pose a special challenge when planning and executing training missions involving foreign nationals. As an example, the procedures for selecting and executing unit self-training opportunities (i.e., opportunities to train, or train with, foreign aviation forces in furtherance of training objectives) are determined, to a great extent, by law as well as by directives and instructions internal to AFSOC and the theater commands. The aviation advisor must be sufficiently knowledgeable of this guidance to meet the requirements of the law when planning and executing aviation training and advisory missions. A principal concern is the correct expenditure of public funds. Some training provided to foreign nationals can be funded under operations and maintenance (O&M). Other forms of training can only be funded under security assistance. There are also specialized forms of training funded under counternarcotics or JCS exercise funds. “Sufficiently knowledgeable” means being familiar with the basic guidance covering appropriate training opportunities and how to pay for them. It also means knowing when to seek competent legal advice.

2.4. Operational Parameters. A major aspect of the 6 SOS mission is to advise foreign aviation organizations on the employment of airpower. To facilitate the availability, reliability, safety, and interoperability of foreign aviation forces supporting air or theater campaign objectives, 6 SOS

advisors also fly with foreign aircrews to satisfy specific mission goals. When accomplishing this mission, the advisor's flying skills and credibility are absolutely essential. Accordingly, the advisor must maintain currency and be capable of demonstrating and assessing flying skills and maneuvers in a variety of missions or events.

2.4.1. There are two major aspects of the mission requiring advisors to fly with host-nation counterparts.

2.4.1.1. First, to provide U.S. and allied commanders an accurate notion of foreign aircrew reliability, safety, and interoperability, 6 SOS aircrews are required to fly on HN aircraft for purposes of assessing their aircrews for competency in specific mission events and maneuvers. In other instances, qualified personnel accompany HN aircrews to act as safety or mission observers.

2.4.1.2. Second, after deploying to a theater of operations to advise foreign aviation forces, 6 SOS personnel may have to instruct foreign aircrews in specific mission events and maneuvers. This training may be required to fill specific gaps in overall HN capabilities and to bring their forces up to the level of familiarization and competency where they can be advised.

2.4.2. Under wartime or contingency conditions, mission emphasis will shift from training to advising, although training may be appropriate in certain instances when specific capabilities are needed to support U.S., combined, or HN campaign objectives. The need for a candidate mission or event will be validated by appropriate U.S. authority prior to executing the training; i.e., the Joint Force Commander, Joint Force Air Component Commander, Joint Task Force Commander, or Joint Special Operations Task Force Commander.

2.4.3. In wartime or contingency situations, with appropriate authorization, 6 SOS aircrews may fly with HN aircrews in HN aircraft in order to provide the needed margin of safety and interoperability for joint-combined operations. The maintenance effort will also shift from training to advising, including some form of hands-on assistance.

2.4.4. When performing unit self-training under normal peacetime conditions, missions or events will be selected using the 6 SOS mission essential task list (METL). Further, such missions or events will be validated by the appropriate U.S. Military Group (USMILGP), country team, or theater command authorities prior to the training being performed.

2.4.5. Training provided to HN aviation forces will be adaptive training; i.e., training aimed at helping a host-nation adapt its basic skills to actual mission needs. Adaptive training deals mainly with tactics, techniques, and procedures for mission capabilities and is distinguished from more basic types of instruction provided through such agencies as undergraduate pilot training, basic helicopter training, or basic aircraft maintenance school (IAAFA).

2.4.6. Advisory operations and training will be carried out using established tactics, techniques, and procedures. Advisory personnel will refer to applicable Joint/USAF/MAJCOM tactics manuals for guidance on specific tactics, techniques, and procedures to be employed when assessing, training, and advising foreign aviation forces. New or specially tailored tactics required

for specific and specialized HN situations or missions will be coordinated through appropriate AFSOC tactics agencies before they are tested and/or introduced in-country.

2.4.7. 6 SOS personnel will not advise or train foreign aviation personnel in missions or tactical events not standard to USAF operations. Missions outside the standard USAF mission realm require HQ AFSOC/DO approval.

Section B--Selection of Deployment Teams

2.5. General Requirements. Squadron team members deployed on operational missions for the purpose of advising or training foreign nationals will be Level 1 mission qualified IAW Volume 1 of this instruction. This requirement may be waived by the squadron commander or operations officer for individuals accomplishing these duties under the immediate supervision of a Level 1 qualified squadron team member. Individuals will be Level 1 mission qualified to deploy to a designated high-threat area; the squadron commander is waiver authority.

2.5.1. Mission Commander. The squadron commander or operations officer will appoint a mission commander for all deployments involving training or advisory assistance to foreign aviation forces. For deployments with limited numbers of personnel, the deployed team leader may function as both the mission commander and team leader. The mission commander should focus on supervision and leadership while deployed. Accordingly, the mission commander should not perform airborne training or advisory duties while deployed. Mission commanders will be Level 2 mission qualified IAW Volume 1 of this instruction; the squadron commander is waiver authority.

2.5.1.1. Even though a mission commander will be designated, the team leader will exercise immediate supervision and oversight of the training and advisory effort. Where several geographically separated locations are involved, a team leader will be designated to lead and supervise the personnel at each location. In this case, the mission commander will supervise each team leader.

2.5.2. Team Leader. The squadron commander or operations officer will appoint a team leader for all deployments involving training or advisory assistance to foreign aviation forces. Team leaders will be Level 2 mission qualified, IAW Volume 1 of this instruction; the squadron commander is waiver authority.

2.5.3. Augmentees. Personnel augmenting 6 SOS training and advisory operations will meet the training requirements for augmentees IAW Volume 1 of this instruction. Augmentees not Level 1 mission qualified must be supervised by an individual who is Level 1 mission qualified. Two basic conditions require use of augmentees.

2.5.3.1. Certain designated augmentees, generally from AFSOC sources outside the 6 SOS, will be employed when their skills are not resident in the squadron and their participation is required to fulfill the unit's contingency or wartime commitments (for example, flight surgeons, medical technicians, certain aircraft maintenance specialists, etc.). These designated augmentees are

normally identified in advance, provided mission-specific training, and listed against specific mobility positions.

2.5.3.2. Augmentees are also employed when their capabilities are not available or resident within the 6 SOS and their participation is required to facilitate unit self-training during JCS exercises, joint-combined exchange training (JCET), counternarcotics-funded (CN) missions, etc. Augmentation of this type will not be undertaken during JCS exercises and JCETs if it does not clearly support, or result in, the 6 SOS training to METLs.

Section C--Initial Operations With Foreign Aviation Organizations

2.6. Objective. When operating in the joint-combined arena, a major objective of 6 SOS advisory forces is to facilitate the availability, reliability, safety, and interoperability of HN aviation resources supporting HN surface special operations and conventional forces. This task requires an understanding of the HN aviation capabilities and limitations, as well as an advisory and liaison effort. It may also involve adaptive training to bring the HN aviation unit up to the point where it can be advised. (See paragraph 2.4.5.)

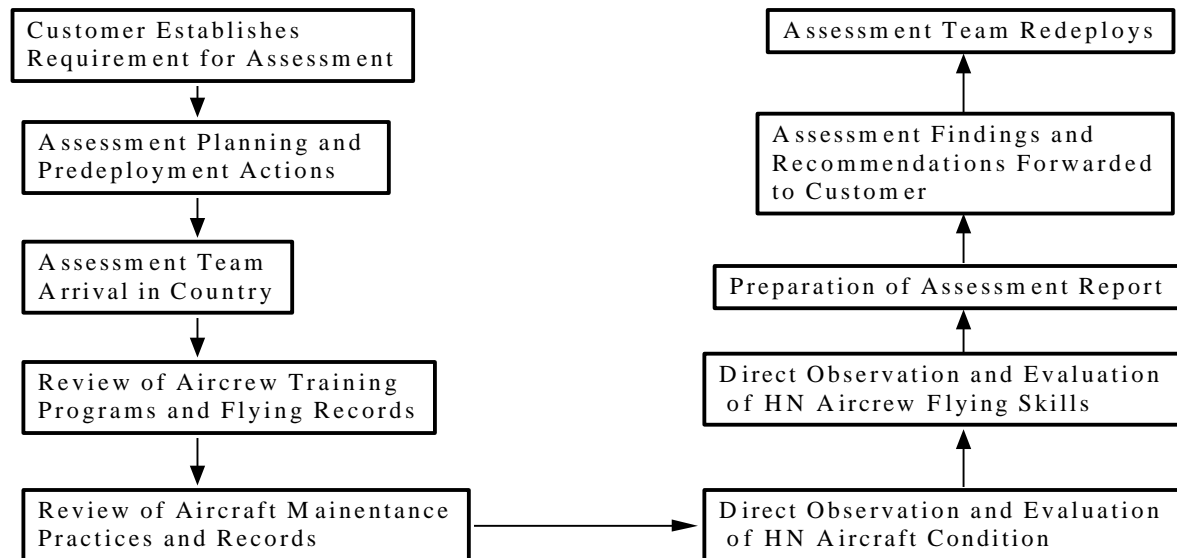
2.7. Airworthiness and Safety Assessment. When working with a HN aviation unit for the first time or when deemed appropriate by the mission commander, all training and advisory efforts involving flying will be preceded by an assessment of the airworthiness and safety of the HN unit's aircraft and crews. The assessment is required for familiarization with HN aviation capabilities and procedures prior to commencement of combined operations. It is also required as a basis for conducting risk analysis and risk management procedures, and for estimating possible levels of combined interoperability. Figure 2.1 shows a typical sequence of events for an assessment aimed at determining airworthiness, operational capability, and safety.

2.7.1. Airworthiness and safety assessments will be carried out IAW checklists and supporting guidance contained in squadron operating instructions.

2.7.2. When HN aviation forces will be operating with U.S. forces and/or surface-force counterparts during joint-combined operations, the assessment mission commander should be prepared to furnish the results of this assessment to the supported U.S. service component commander, designated representative, or higher headquarters before U.S. troops fly onboard HN aircraft.

2.7.3. Insofar as the team has access to the required information, the assessment will include a review of the maintenance status and condition of assigned HN aircraft. It will also include a review of the HN aviation unit's maintenance procedures and practices, including safety. The maintenance airworthiness assessment of the HN aircraft will be accomplished prior to the flying portion of the assessment.

2.7.4. The assessment will include a review of the HN unit's individual aircrew qualification and currency status, as well as the unit's flying training and standardization/evaluation programs.

Figure 2.1. Assessment of Host-Nation Forces.

2.7.5. An assessment of HN aviation capabilities and limitations and a risk assessment incorporating the assessment findings will be accomplished before 6 SOS personnel fly as instructors, crew members, or airborne observers onboard aircraft belonging to HN aviation organizations.

2.7.5.1. If the ground phase of the assessment reveals practices, training, or procedures which would compromise flight safety and cannot be easily remedied, the assessment will conclude and 6 SOS personnel will not board HN aircraft until unsafe conditions are corrected.

2.7.5.2. If the flying phase of the assessment reveals practices, training, or procedures which compromise flight safety and cannot be easily remedied, the assessment will conclude and 6 SOS personnel will immediately cease flying operations and will no longer board HN aircraft until unsafe conditions are corrected.

2.7.5.3. The mission commander will make a “go, no-go” decision based on the results of the airworthiness and safety assessment. If the assessment results indicate minor safety or airworthiness discrepancies that may be corrected on-the-spot, flight operations may continue following correction.

2.7.5.4. If the assessment results indicate minor deficiencies in aircrew tactics, training, techniques, or capabilities, the mission commander may elect to continue flight operations with HN aircrews if applying corrective training would bring HN aircrews to appropriate standards. Corrective training may be administered by 6 SOS personnel or other qualified personnel.

2.7.6. An airworthiness and safety assessment is not required for 6 SOS advisory personnel to fly on HN aircraft as passengers on administrative airlift missions. Administrative airlift constitutes required movement of troops or equipment associated with the exercise, site/facility surveys, or local area orientation.

2.7.6.1. Prior to, and during deployment, the mission commander will research appropriate sources of information to establish a basis for accepting or declining administrative flights in countries where 6 SOS aviation assessments have not been accomplished and administrative airlift of advisory forces is anticipated. Evaluations, assessments, or recommendations of HN aviation capabilities by other U.S. agencies (i.e., U.S. Embassy, USMILGP, Defense Attaché Office, etc.) are among acceptable sources of information.

2.7.6.2. During the preplanning phase of the operation, if there is no basis for determining the safety of HN administrative airlift, the squadron commander or operations officer will direct an alternate mode of transportation or instruct the mission commander to evaluate the risks and make an on-the-scene call regarding advisory personnel flying HN administrative airlift.

2.8. Reassessments. Reassessments of participating foreign aviation units will be accomplished when 6 SOS advisory operations on board HN aircraft are anticipated and more than 24 months have elapsed since the last assessment or flying operation with the HN aviation unit. The squadron commander or operations officer may direct a reassessment in less than 24 months elapsed time. Reassessments will be carried out IAW checklists and supporting guidance contained in squadron operating instructions.

2.8.1. The 24-month reassessment requirement is reset on every operation with the HN, as long as operations (flying and maintenance) conducted with the HN aviation unit are completed satisfactorily and meet established safety standards.

Section D--Flying on Foreign Aircraft

2.9. General. Approval authority for 6 SOS personnel to fly on board HN aircraft is the squadron commander or operations officer. Following satisfactory accomplishment of an airworthiness and safety assessment and approval to fly on HN aircraft, 6 SOS personnel and augmentees will adhere to the following guidance governing flying operations with HN aviation forces.

2.10. Flying Training. 6 SOS aircrew members will accomplish flying training IAW Volume 1 of this instruction.

2.11. Pilots Flying With HN Aviation Units. 6 SOS pilots will be qualified and current in HN aircraft in which they function as primary aircrew members unless receiving approved and documented training. Pilots will not fly as primary aircrew members in HN aircraft unless they are current and qualified in their primary aircraft. The following criteria apply to 6 SOS pilots and augmentees when flying with HN aviation units and performing combat aviation advisory duties.

2.11.1. Pilots not qualified in the tactical mission/event in their primary aircraft and:

2.11.1.1. Not basic qualified and current in the HN aircraft. May fly as primary aircrew members only when accomplishing documented training with a HN instructor pilot IAW Volume 1 of this instruction.

2.11.1.2. Basic qualified and current (including instructors) in the HN aircraft. May fly tactical mission events as primary aircrew members only when accomplishing documented training IAW Volume 1 of this instruction, and flying with HN instructor pilots who are qualified in the tactical mission/event.

2.11.2. Pilots qualified in the tactical mission/event in their primary aircraft and:

2.11.2.1. Not basic qualified and current in the HN aircraft. May fly as primary aircrew members only when accomplishing documented training with a HN instructor pilot IAW Volume 1 of this instruction.

2.11.2.2. Basic qualified and current (including instructors) in the HN aircraft. May fly tactical mission events as primary aircrew members provided they are flying with a HN aircraft commander or instructor pilot who is also qualified in the tactical mission/event.

2.11.3. Pilots qualified as instructors in the tactical mission/event in their primary aircraft and:

2.11.3.1. Not basic qualified and current in the HN aircraft. May fly as primary aircrew members only when accomplishing documented training with a HN instructor pilot IAW Volume 1 of this instruction.

2.11.3.2. Basic qualified and current in the HN aircraft. May fly as primary aircrew and instruct tactical mission events in which they are qualified provided they are flying with a HN aircraft commander or instructor pilot.

2.11.3.3. Instructor qualified in the HN aircraft. May fly as primary aircrew and instruct basic and tactical mission events in which they are qualified provided they are flying with a HN aircraft commander or instructor pilot.

Table 2.1. Pilots Flying with HN Aviation Units.

| | Not Basic Qualified in HN Aircraft | Basic Qualified in HN Aircraft | Basic Instructor in HN Aircraft |
|--|--|--|--|
| Not tactically qualified in mission/event in primary aircraft (para 2.11.1.) | Primary aircrew member at a set of flight controls with HN instructor pilot qualified in aircraft and mission/event and accomplishing documented training. (para 2.11.1.1.) | Primary aircrew member at a set of flight controls with HN instructor pilot qualified in aircraft and mission/event and accomplishing documented training. (para 2.11.1.2.) | Primary aircrew member at a set of flight controls with HN instructor pilot qualified in aircraft and mission/event and accomplishing documented training. (para 2.11.1.2.) |
| | | | |
| Tactically qualified in mission/event in primary aircraft (para 2.11.2.) | Primary aircrew member at a set of flight controls with HN instructor pilot qualified in aircraft and mission/event and accomplishing documented training. (para 2.11.2.1.) | Primary aircrew member at a set of flight controls with HN aircraft commander qualified in aircraft and mission/event. (para 2.11.2.2.) | Primary aircrew member at a set of flight controls with HN aircraft commander qualified in aircraft and mission/event. (para 2.11.2.2.) |
| | | | |
| Instructor in tactical mission/event in primary aircraft (para 2.11.3.) | Primary aircrew member at a set of flight controls with HN instructor pilot qualified in aircraft and mission/event and accomplishing documented training. (para 2.11.3.1.) | Primary aircrew member at a set of flight controls with HN aircraft commander qualified in aircraft. May provide instruction in the mission/event. (para 2.11.3.2.) | Primary aircrew member at a set of flight controls with HN aircraft commander qualified in aircraft. May provide instruction in the mission/event. (para 2.11.3.3.) |

2.11.4. Table 2.1 provides a quick reference to the criteria governing pilots flying with HN aircrews. (For airborne safety, advisory, and mission observer duties, see paragraph 2.14.)

2.11.5. Currency. Pilots who are qualified, but not current in the HN aircraft, may fly with a HN instructor pilot to regain currency IAW Volume 1 of this instruction.

2.11.6. Pilots qualified and current in the HN aircraft may also fly non-tactical missions as primary aircrew members with a HN aircraft commander; i.e., administrative airlift missions.

2.12. Non-Pilot Aircrew Members Flying with HN Aviation Units. 6 SOS non-pilot aircrew members will be qualified and current in HN aircraft in which they function as primary aircrew members unless receiving approved and documented training. Non-pilot aircrew members will

not fly as primary aircrew members in HN aircraft unless they are current and qualified in their primary aircraft. 6 SOS non-pilot aircrew members will not occupy primary aircrew positions without a qualified HN counterpart. Rather, they will function in a training and advisory capacity with HN aircrew members by “looking over the shoulder.” The following criteria apply to 6 SOS non-pilot aircrew members and augmentees when flying with HN aviation units and performing combat aviation advisory duties.

2.12.1. Non-pilot aircrew members not qualified in the tactical mission/event in their primary aircraft and:

2.12.1.1. Not basic qualified and current in the HN aircraft. May fly as primary aircrew members only when accomplishing documented training with a HN instructor aircrew counterpart IAW Volume 1 of this instruction.

2.12.1.2. Basic qualified and current in the HN aircraft. May fly tactical mission events as primary aircrew members only when accomplishing documented training IAW Volume 1 of this instruction and flying with a HN instructor aircrew counterpart qualified in the tactical mission/event.

2.12.2. Non-pilot aircrew members qualified in the tactical mission/event in their primary aircraft and:

2.12.2.1. Not basic qualified and current in the HN aircraft. May fly as primary aircrew members only when accomplishing documented training with a HN instructor aircrew counterpart IAW Volume 1 of this instruction.

2.12.2.2. Basic qualified and current in the HN aircraft. May fly as primary aircrew members provided they are flying with a HN aircrew counterpart qualified in the tactical mission/event.

2.12.3. Non-pilot aircrew members qualified as instructors in the tactical mission/event in their primary aircraft and:

2.12.3.1. Not basic qualified and current in the HN aircraft. May fly as primary aircrew members only when accomplishing documented training with a HN instructor aircrew counterpart IAW Volume 1 of this instruction.

2.12.3.2. Basic qualified and current in the HN aircraft. May fly as primary aircrew and instruct tactical mission events in which they are qualified, provided they are flying with a HN aircrew counterpart qualified in the aircraft.

2.12.3.3. Instructor qualified in the HN aircraft. May fly as primary aircrew and instruct basic and tactical mission events in which they are qualified, provided they are flying with a HN aircrew counterpart qualified in the aircraft.

Table 2.2. Non-Pilot Aircrew Members Flying with HN Aviation Units.

| | Not Basic Qualified in HN Aircraft | Basic Qualified in HN Aircraft | Basic Instructor in HN Aircraft |
|--|--|--|--|
| Not tactically qualified in mission/event in primary aircraft (para 2.12.1.) | Primary aircrew member with HN instructor personnel qualified in aircraft and mission/event and accomplishing documented training. (para 2.12.1.1.) | Primary aircrew member with HN instructor personnel qualified in aircraft and mission/event and accomplishing documented training. (para 2.12.1.2.) | Primary aircrew member with HN instructor personnel qualified in aircraft and mission/event and accomplishing documented training. (para 2.12.1.2.) |
| | | | |
| Tactically qualified in mission/event in primary aircraft (para 2.12.2.) | Primary aircrew member with HN instructor personnel qualified in aircraft and mission/event and accomplishing documented training. (para 2.12.2.1.) | Primary aircrew member with HN personnel qualified in aircraft and mission/event. (para 2.12.2.2.) | Primary aircrew member with HN personnel qualified in aircraft and mission/event. (para 2.12.2.2.) |
| | | | |
| Instructor in tactical mission/event in primary aircraft (para 2.12.3.) | Primary aircrew member with HN instructor personnel qualified in aircraft and mission/event and accomplishing documented training. (para 2.12.3.1.) | Primary aircrew member with HN personnel qualified in aircraft. May provide instruction in the mission/event. (para 2.12.3.2.) | Primary aircrew member with HN personnel qualified in aircraft. May provide instruction in the mission/event. (para 2.12.3.3.) |

2.12.4. Table 2.2 provides a quick reference to the criteria governing non-pilot aircrew members flying with HN aircrews. (For airborne safety, advisory, and mission observer duties, see paragraph 2.14.)

2.12.5. Exceptions. Certain 6 SOS non-pilot aircrew members identified in the following paragraphs who are not qualified and current in the HN aircraft may accomplish airborne training and advisory duties with squadron commander or operations officer approval. The aircrew members will be mission current and qualified in their primary aircraft. 6 SOS non-pilot aircrew members performing such duties will receive familiarization training, to include emergency egress, in the HN aircraft.

2.12.5.1. Helicopter aerial gunners and hoist operators may perform airborne advisory and training duties when the system/equipment in the HN aircraft is identical to that on the aircrew member's primary aircraft. The individual may then instruct in those identical systems and/or equipment items. If dissimilar systems or equipment are involved, the individual must receive

qualification training in the new system or equipment item before providing instruction.

2.12.5.2. Fixed-wing navigators and loadmasters may perform airborne advisory and training duties IAW paragraph 2.12.5.

2.12.6. Non-pilot aircrew members who are qualified but not current in the HN aircraft may fly with a counterpart HN instructor to regain currency.

2.12.7. Non-pilot aircrew members qualified and current in the HN aircraft may also fly non-tactical missions as primary aircrew members with a qualified HN counterpart; i.e., administrative airlift missions.

2.12.8. When 6 SOS non-pilot aircrew members are flying on HN aircraft for purposes of performing an airworthiness and safety assessment, a 6 SOS pilot will be on board as a primary aircrew member (access to a set of controls).

2.12.9. A 6 SOS pilot should be on board the HN aircraft as a primary aircrew member on all training missions when other 6 SOS aircrew members are on board.

2.13. Non-Aircrew Members Accomplishing On-Board, Flight-Related Duties. There are certain on-board, flight-related duties accomplished by non-aircrew members. These duties include advising and instructing foreign nationals in a variety of mission skills. Individuals in this category are referred to as Mission Essential Ground Personnel (MEGP). Examples are USAF pararescuemen, combat controllers, jumpmasters, and crew chiefs assisting in functional check flights.

2.13.1. Prior to accomplishing MEGP duties, including advising and training foreign MEGP personnel, 6 SOS personnel will receive familiarization in the type of aircraft in which they will function to include ground static familiarization in the subject aircraft. Familiarization will be accomplished IAW checklists developed by the squadron's designated subject matter expert, approved/certified by the 6 SOS operations officer, and documented on the AF Form 797, *Job Qualification Standard Continuation/Command IQS*, adapted as required for specific MEGP duties and mission events.

2.13.2. Prior to certification, individuals will demonstrate competency in the subject aircraft/mission event IAW tasks specified on the AF Form 797.

2.13.3. For purposes of executing joint/combined or unilateral airborne operations, standing service directives apply.

2.13.4. When 6 SOS MEGP are flying on HN aircraft for purposes of performing an airworthiness and safety assessment, a 6 SOS pilot will be onboard as a primary aircrew member (access to a set of controls). A 6 SOS pilot should be onboard the HN aircraft as a primary aircrew member on all training missions when 6 SOS MEGP are onboard.

2.14. Airborne Observers. Airborne observers, if required, will be designated by the squadron commander or operations officer prior to deployment. The mission commander may employ these designated individuals as required while deployed. All airborne observers will advise the HN pilot or mission commander to terminate a given mission/event or change the mode of operation if it appears that unsafe conditions are present or that further actions would lead to endangerment of personnel and/or equipment. Prior to each sortie, all airborne observers will receive appropriate briefings on emergency procedures, emergency egress, and emergency equipment usage. An initial airworthiness and safety assessment will be accomplished prior to placing airborne observers on board HN aircraft.

2.14.1. Safety Observers. The safety observer's principal function on HN aircraft is to monitor the execution and safety of flying activities, to manage the risks, and promote safety when U.S. forces conduct joint and combined operations. Safety observers may also advise, as necessary, on tactical employment.

2.14.1.1. Safety observers will be qualified in the aircraft and the mission event being observed.

2.14.1.2. Safety observers may occupy primary aircrew positions while performing safety observer duties. A safety observer occupying a primary aircrew position will be qualified IAW paragraph 2.11. or 2.12.

2.14.2. Advisory Observers. The advisory observer's principal function is to advise only in the application and execution of briefed tactical mission events (and deviations from these events) while in the airborne execution phase. Advisory observer duties do not include advising on aircraft maneuverability, instruction, or training. Only briefed events, their tactical applications, and the execution of these events will be discussed during advisory observer operations.

2.14.2.1. Advisory observers will be current and qualified (basic and mission) in their primary aircraft. Advisory observers are not required to be qualified in the aircraft in which they are advising. Non-6 SOS personnel (i.e., augmentees) will not function as advisory observers.

2.14.2.2. Advisory observers will not occupy primary aircrew positions.

2.14.3. Mission Observers. Mission observer duties include monitoring and assessing the overall conduct of an operation/mission, or other duties, such as airborne photographer, etc. Mission observer duties do not include training or advising in tactics, techniques, and procedures or in the use or operation of the aircraft while airborne. These items may be debriefed with the HN aircrew and U.S. ground force and HN counterparts following sortie termination.

2.14.3.1. Airborne mission observers are not required to be qualified in the aircraft. 6 SOS aircrew members and non-aircrew members performing mission-related duties may fly as mission observers on HN aircraft.

2.14.3.2. Mission observers will not occupy primary aircrew positions.

2.15. Assuming Aircraft Commander/Pilot-in-Command (AC/PIC) Status. A HN pilot will assume responsibility as AC/PIC. 6 SOS pilots will not fly as AC/PIC on foreign-owned aircraft unless specifically authorized. When conducting a security assistance-funded MTT, 6 SOS personnel will follow the guidance issued by appropriate security assistance authorities with respect to assumption of AC/PIC responsibilities; i.e., Air Force Security Assistance Center, Air Force Security Assistance Training, or Secretary of the Air Force/International Affairs.

2.16. Flight Instructor Duties and Responsibilities (Pilot). Qualified 6 SOS instructor pilots may train HN personnel in appropriate aircrew skills provided training is aimed at upgrading mission/event capabilities of foreign pilots who already possess basic skills. With the exception of security assistance-funded MTTs, 6 SOS training and advisory assistance is not designed to provide checkouts in a new weapon system or build basic aviation skills in HN air force units. When flying with foreign aviation forces, 6 SOS pilots will adhere to the following guidance.

2.16.1. Non-security Assistance Training. When operating outside the security assistance arena in HN aircraft (for example, training in JCETs, JCS exercises, etc.), pilots may perform flight instructor duties, but will not assume AC/PIC status. Five basic rules apply.

2.16.1.1. Rule 1. Pilots will not provide flight instruction to HN students who are not qualified in the subject aircraft.

2.16.1.2. Rule 2. Pilots assume the status of advisors, since they cannot assume command of HN aircraft. "Training" in this respect will be aimed at preparing HN pilots to pursue instructor certification for specific missions/events within their own service or organization. This approach is in line with the "train-the-trainer" concept. This training may be limited to familiarizing HN aircraft commanders with certain missions/events, giving them a foundation they can build on to develop and perfect training programs within their own organizations.

2.16.1.3. Rule 3. The HN pilot being upgraded will act as AC/PIC.

2.16.1.4. Rule 4. 6 SOS pilots will not "certify" HN personnel in a particular aircraft, event, maneuver, etc., or issue documents certifying that HN personnel are qualified in such areas. "Graduation" documents will be limited to "certificates of completion" or "certificates of attendance."

2.16.1.5. Rule 5. Pilots performing advisory and training duties will do so IAW guidance contained in this instruction.

2.16.2. Security Assistance Training. When operating under security assistance funding (i.e., security assistance-funded MTT), pilots will perform instructor duties as specified in applicable security assistance directives, mission guidance, etc. Pilots performing MTT instructor duties will be fully qualified instructors in the subject aircraft and mission/events.

2.17. Flight Instructor Duties and Responsibilities (Non-Pilot Aircrew Members). Qualified 6 SOS non-pilot aircrew instructors may train HN personnel in appropriate aircrew skills provided

training is aimed at upgrading mission/event capabilities of foreign aircrew members who already possess basic skills in a given aircraft or crew position; i.e., navigator, flight engineer, gunner, etc. With the exception of security assistance-funded MTTs, 6 SOS training and advisory assistance is not designed to provide checkouts in a new weapon system or build basic aviation skills in HN air force units. When flying with foreign aviation forces, 6 SOS non-pilot aircrew members will adhere to the following guidance.

2.17.1. Non-Security Assistance Training. When operating outside the security assistance arena in HN aircraft (i.e.; training in JCETs, JCS exercises, etc.), non-pilot aircrew members may perform instructor duties. Four basic rules apply.

2.17.1.1. Rule 1. Non-pilot aircrew instructors will not provide flight instruction to HN students who are not qualified in their crew position in the subject aircraft.

2.17.1.2. Rule 2. Non-pilot aircrew instructors assume the status of advisors. "Training," in this respect, will be aimed at preparing HN aircrew personnel to pursue mission/instructor certification for specific missions/events within their own service or organization. This approach is in line with the "train-the-trainer" concept. This training may be limited to familiarizing HN aircrew personnel with certain missions/events, giving them a foundation they can build on to develop and perfect training programs within their own organizations.

2.17.1.3. Rule 3. Non-pilot aircrew instructors will not "certify" foreign personnel in a particular aircraft, event, maneuver, etc., or issue documents certifying that foreign personnel are qualified in such areas. "Graduation" documents will be limited to "certificates of completion" or "certificates of attendance."

2.17.1.4. Rule 4. Non-pilot aircrew instructors performing advisory and training duties will do so IAW guidance contained in this instruction.

2.17.2. Security Assistance Training. When operating under security assistance funding (i.e., security assistance-funded MTT), non-pilot aircrew members will perform instructor duties as specified in applicable security assistance directives, mission guidance, etc. Non-pilot aircrew members performing MTT instructor duties will be fully qualified instructors in the subject aircraft and mission/events.

Section E--Training and Advisory Assistance to Support Personnel

2.18. General. 6 SOS training and advisory operations conducted in the support arena should be limited to "adaptive" training provided to HN personnel who already possess basic qualification in a given career field. The objective is to provide instruction or advice allowing them to adapt their basic skills to specific weapons systems or conflict situations.

2.18.1. Prior to training, training with, or conducting airpower assessments of HN aviation forces, 6 SOS maintenance personnel, including augmentees, will receive proper training and familiarization in the aircraft that is the subject of the training or assessment. See Volume 1 of this instruction for training and documentation requirements.

Chapter 3

PERSONNEL PARACHUTE OPERATIONS

3.1. Personnel Parachute Operations. All 6 SOS personnel parachute operations will be conducted IAW applicable joint, USAF, and MAJCOM directives. Squadron personnel who are jump qualified but not assigned to a designated UMD “J” coded position must be placed on temporary jump status (180 days or less) or placed on permissive jump status. Both categories require aeronautical orders to be issued to the individual. All unilateral, joint, or combined parachute operations conducted during overseas deployments will comply with theater-specific airborne requirements. Combined parachute operations, in particular, require detailed planning and coordination, often hampered by language barriers. Mission commanders will ensure that all procedures are well coordinated and understood by all U.S. and foreign personnel prior to commencing parachute operations.

Chapter 4

MISSION SELECTION

4.1. Legal Considerations. This instruction cannot function as a substitute for proper legal guidance in the foreign training and advisory arena. It can, however, function as a general guide when selecting opportunities to train or train with foreign forces. Appropriate legal counsel should be sought in all cases. The following guidance applies to unit self-training involving training and advising foreign forces.

4.2. Criteria for Mission Selection. The criteria for selecting unit self-training missions has a statutory basis in Title 10, United States Code, Section 2011 (U.S.C. 2011)--"Special Operations Forces (SOF) Exception" and is not waivable within AFSOC. Major points are:

4.2.1. SOF may train and/or train with foreign armed forces and security personnel with O&M funds.

4.2.2. Explicitly includes all SOF, including psychological operations and civil affairs.

4.2.3. Reasonable incremental expenses of developing host nations may be paid. The term "incremental expenses," with respect to a developing country, means the reasonable and proper cost of rations, fuel, training ammunition, transportation, and other goods and services consumed by such country, except that the term does not include pay and allowances, and other normal costs of such country's personnel.

4.3. Purpose of Training. The purpose for enactment of the legislation is own-force training, not to render foreign assistance or to conduct FID/IDAD. The Senate Armed Services Committee report supporting this legislation states further that:

4.3.1. "... special operations forces who are trainers must practice training. One of the most effective ways in which they can improve their training methods is to practice training in countries in which they may have to fight or train local forces in a contingency." And, that:

4.3.2. Host-nation benefit is recognized as an outcome of such training, but it is described as "indirect" and "unavoidable." The report and the law state specifically, "The primary purpose of the training shall be to train U.S. special operations forces."

4.3.3. 10 U.S.C. 2011 allows SOF to take advantage of opportunities for METL-based training with HN personnel, but not to offer O&M-funded training as nation assistance.

4.4. Selection of Missions. 6 SOS personnel will select opportunities to train foreign forces (in support of unit self-training) based on established theater/command procedures, such as periodic JCET or JCS exercise conferences. Exceptions follow.

4.4.1. All O&M-funded JCET training opportunities, including those out-of-cycle, will be

considered case-by-case on the basis of training benefits to squadron personnel and not as a means of satisfying host-nation requirements.

4.4.1.1. 6 SOS may request a training opportunity in a METL-based subject in the area of responsibility in which the unit is apportioned or could reasonably be expected to conduct future missions.

4.4.1.2. 6 SOS may accept a proffered training opportunity that meets the same criteria previously stated.

4.4.1.3. 6 SOS may not accept a request for a training deployment to redress HN problems because security assistance funds are not available.

4.4.1.4. Requests for training assistance to foreign forces via O&M-funded JCET procedures, or requests for training assistance that appear to circumvent security assistance law, will be turned down and the case referred to action under security assistance procedures.

4.4.1.5. Out-of-cycle O&M-funded JCETs will be considered only if they are offered through Command channels as opportunities for self-training, and they will be accepted solely on their merits as training opportunities for 6 SOS personnel. 6 SOS will not unilaterally accept or “approve” direct, informal requests from outside agencies for out-of-cycle training. Such agencies should be informed that the requests must be forwarded through appropriate channels.

4.4.1.6. Counternarcotics-funded training is primarily intended to benefit HN forces (Public Law 101-510). However, the 6 SOS will select those CN-funded missions that clearly benefit, and substantially contribute to, unit self-training.

4.4.2. Squadron planners will not, without advice from base legal authority, attempt to mix sources or types of funding to finance training missions, assessments, or exercises. As an example, MTT operations are security assistance funded; do not use O&M funds to augment or support any part of an MTT.

Chapter 5

MISSION PLANNING

5.1. Mission Planning. The following guidance will be incorporated into mission planning for all deployments involving contact with foreign forces.

5.2. CONOP Requirements. The office of primary responsibility will prepare an initial concept of operations (CONOP) for each overseas or CONUS deployment accomplished for the purpose of training or advising foreign aviation personnel. The initial CONOP will be coordinated for approval through the 16 OG and 16 SOW, with an information copy to HQ AFSOC/DO, prior to execution. Include the following as a minimum:

- 5.2.1. Mission statement.
- 5.2.2. Description of proposed training events.
- 5.2.3. Brief explanation of how the mission will be accomplished.
- 5.2.4. List of deploying and friendly forces.
- 5.2.5. Statement of the commander's intent.
- 5.2.6. Desired end state (what constitutes success).
- 5.2.7. Possible threats to U.S. and friendly forces.
- 5.2.8. Force protection plan.
- 5.2.9. Risk assessment.
- 5.2.10. Execution time lines.
- 5.2.11. Assumptions.

5.3. Formal Lesson Plans. Formal lesson plans will be prepared for all missions involving training accomplished under security assistance-funded MTTs. Other lesson plans for JCETs, JCS exercises, etc. will be accomplished as required or as directed by the squadron commander or operations officer.

5.4. Exercise Plans. Except as specified under paragraph 5.4.3., an exercise plan (EXPLAN) will be prepared for each CONUS or overseas deployment involving training and/or advisory assistance to foreign personnel.

- 5.4.1. The EXPLAN will consist of a 5-part field order including: 1) situation; 2) mission; 3)

execution; 4) service support; and 5) command and signal. The EXPLAN will also include appropriate annexes and appendices covering risk assessment, legal, emergency medical procedures, personnel augmentation (i.e., legal, medical, and communications services), and other services or support as required. The EXPLAN will be prepared IAW squadron operating instructions.

5.4.1.1. The EXPLAN will contain an annex covering emergency medical procedures to be followed while deployed.

5.4.1.2. The EXPLAN will either contain an annex covering legal issues or be coordinated with the 16 SOW/JA prior to publication. The plan should be submitted to the 16 SOW/JA in sufficient time to permit adequate legal review. The review will be accomplished prior to deployment, or the mission may be canceled.

5.4.2. The EXPLAN will be classified IAW guidance furnished by the appropriate theater special operations command. EXPLANs will bear appropriate classification marking indicating who has access to the document. Classified planning documents will only be released to HN forces IAW appropriate guidance.

5.4.3. If the EXPLAN for joint, combined operations is written and published by another DoD service organization or headquarters, the 6 SOS will prepare an air annex with appropriate appendices for medical, legal, communications, etc. This annex should be prepared in sufficient time to allow the publishing agency to incorporate the guidance in the master document.

5.4.4. Combined planning may be accomplished between the 6 SOS and HN forces for JCETs, JCS exercises, and other combined operations. Documents generated by the 6 SOS as a result of these operations (after-action reports, assessment findings and recommendations, etc.) which are intended for distribution to HN authorities will be forwarded through the USMILGP or U.S. embassy authorities for release.

Chapter 6

MISSION EXECUTION

6.1. Providing Defense Articles or Services. While accomplishing unit self-training under JCETs or JCS exercises or any other non-security assistance missions, 6 SOS personnel will not provide, or facilitate the provision of, any U.S. defense articles or services to any foreign forces except as authorized under the provisions of Title 10, U.S.C. 2011.

6.2. Title 10 Guidance. To clarify this guidance for planners, trainers, and advisory personnel, the applicable portion of Title 10, U.S.C. 2011 is quoted in Figure 6-1.

Figure 6.1. Guidance on Training (Title 10, U.S.C. 2011).

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| <p>(a) Authority to pay training expenses.--Under regulations prescribed pursuant to subsection (c), the commander of the special operations command established pursuant to section 167 of this title and the commander of any other unified or specified combatant command may pay, or authorize payment for, any of the following expenses:</p> <p>(1) Expenses of training special operations forces assigned to that command in conjunction with training, and training with, armed forces and the security forces of a friendly foreign country.</p> <p>(2) Expenses of deploying such special operations forces for that training.</p> <p>(3) In the case of training in conjunction with a friendly developing country, the incremental expenses incurred by that country as the direct result of such training.</p> <p>(b) Purpose of training.--The primary purpose of the training for which payment may be made under subsection (a) shall be to train the special operations forces of the combatant command.</p> <p>(c) Regulations.--The Secretary of Defense shall prescribe regulations for the administration of this section. The regulations shall establish accounting procedures to ensure that the expenditures pursuant to this section are appropriate.</p> <p>(d) Definitions.--In this section:</p> <p>(1) The term "special operations forces" includes civil affairs and psychological operations forces.</p> <p>(2) The term "incremental expenses," with respect to a developing country, means the reasonable and proper cost of rations, fuel, training ammunition, transportation, and other goods and services consumed by such country, except that the term does not include pay, allowances, and other normal costs of such country's personnel.</p> <p>e. Reports. NOT QUOTED HERE; SEE CHAPTER 8, this instruction.</p> |
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6.3. Foreign Disclosure. 6 SOS personnel will follow appropriate foreign disclosure procedures prior to providing any official U.S. government documents to HN forces. Documents approved for release to foreign forces will be forwarded through U.S. embassy officials/USMILGP of the country concerned.

Chapter 7

BRIEFINGS

7.1. Briefings. The following guidance pertains to key briefings required, or likely to be required, of 6 SOS personnel.

7.1.1 Predeparture Briefing. The mission commander will brief the squadron commander and/or operations officer on each CONUS or overseas deployment accomplished for the purpose of assessing, training, or advising foreign personnel.

7.1.1.1 The squadron commander or operations officer will be briefed a minimum of 2 weeks prior to the deployment. The briefing format will be IAW squadron operating instructions, and will include all data necessary (including a risk assessment) to advise the squadron commander and/or operations officer on how the mission commander/team leader proposes to carry out the mission. The briefing will include planned escape and recovery procedures for deployments to overseas locations assigned threat-level identifiers.

7.1.1.2. The team leader/mission commander should also be prepared to brief (on request) the 16 OG and 16 SOW commanders 1 week prior to deployment to countries where the 6 SOS has not previously operated, where previous airpower assessments are out of date and no longer valid, or when tasked.

7.2. Mission In-Briefs. 6 SOS teams deploying overseas will provide mission in-briefs to theater commanders and/or subordinate organizations IAW applicable theater requirements and formats. The deploying mission commander or team leader should deliver the theater in-brief.

7.2.1. 6 SOS teams may also be required to in-brief American Embassy representatives (on request). Such briefings are normally coordinated through the USMILGP, or equivalent in-country point of contact; i.e., the U.S. Defense Attaché office.

7.2.2. Mission in-briefs intended for, or requested by, HN authorities should be coordinated with USMILGP (or equivalent) prior to delivery.

7.3. Mission Out-Briefs. Redeploying 6 SOS teams will provide mission out-briefs to theater commanders and/or subordinate organizations IAW applicable theater requirements and formats. The mission commander or team leader should deliver the out-brief.

7.3.1. Out-briefs requested by American Embassy or HN authorities will be coordinated as required with the USMILGP (or equivalent).

7.3.2. The mission commander will out-brief the squadron commander and/or operations officer after returning from each CONUS or overseas deployment accomplished for the purpose of assessing, training, or advising foreign personnel. The briefing format will be IAW squadron operating instructions and will be prepared for delivery not later than 10 working days following

return from the mission, or as directed by the squadron commander or operations officer.

7.3.3. The mission commander or team leader should be prepared to out-brief (on request) the 16 OG and 16 SOW commanders.

Chapter 8

REPORTING REQUIREMENTS

8.1. After-Action Reports. At the completion of JCETs, JCS exercises, MTTs, assessments, and CN-funded deployments, etc., 6 SOS team leaders/mission commanders will prepare after-action reports, or trip reports, as appropriate, for coordination and dissemination within the squadron. The reports may be forwarded to higher headquarters for coordination and review, IAW existing 16 SOW/AFSOC instructions and when deemed necessary by the squadron commander. As a minimum, these reports will cover the following items with the underlined words employed as paragraph headers in the report format.

- 8.1.1. Purpose of the mission/deployment.
- 8.1.2. Travelers names and position designators.
- 8.1.3. Itinerary of deploying personnel.
- 8.1.4. Personnel contacted, including locations visited during the deployment.
- 8.1.5. Number of personnel trained; host-nation personnel.
- 8.1.6. Discussion of pertinent accomplishments, events, problems, solutions, etc.
- 8.1.7. Conclusions (or recommendations), primarily concerning effectiveness.

8.2. Statutory Reporting. There are statutory reporting requirements under Title 10, U.S.C. 2011 (e). The team leader/mission commander will, in addition to the after-action report, render a report that includes the following information after completion of each training or exercise deployment involving training of foreign nationals.

- 8.2.1. All countries in which training was conducted.
- 8.2.2. Type of training.
- 8.2.3. Whether training was related to counternarcotics or counterterrorist activities.
- 8.2.4. Duration of training.
- 8.2.5. Number of members of armed forces involved.
- 8.2.6. Expenses paid.
- 8.2.7. Extent of participation by foreign military.

8.2.8. Number and service affiliation of foreign military personnel involved.

8.2.9. Physical and financial contribution of each HN to the training effort.

8.2.10. Relationship of the training to other overseas training programs conducted by the U.S. armed forces, such as military exercise programs sponsored by the Joint Chiefs of Staff, military exercise programs sponsored by a combatant command, and military training activities sponsored by a military department (including deployments for training, short-duration exercises, and other similar unit training events).

8.3. Routing. The 6 SOS will submit these reports through appropriate channels after completion.

STEPHEN R. CONNELLY, Colonel, USAF
Director, Operations

Attachment 1

GLOSSARY OF TERMS

Advising. Advisory assistance (advising), as applied to the 6 SOS mission, is provided to foreign aviation units, U.S. combatant commands, and other U.S. agencies, and is conducted within the context of specific times, places, and situations. It includes such product subsets as the development and use of airpower doctrine; i.e., how to employ airpower (as opposed to how to operate airplanes), force planning, operational sustainment methods, basing concepts, tactical employment, and C4 development for specific times, places, and situations.

Aviation Foreign Internal Defense (Aviation-FID or AFID). FID is defined in Joint Pub 1-02, *DoD Dictionary of Military and Associated Terms*, as “participation by civilian and military agencies of a government in any of the action programs taken by another government to free and protect their societies from subversion, lawlessness, and insurgency.” It is a joint, interagency activity involving the total political, economic, informational, and military assistance the United States provides to help host governments deal with internal threats and crises. Within the context of AFSOC Instruction 16-101 Volume 3, aviation-FID focuses on advisory assistance and training aimed at helping host nations develop or improve their ability to employ and sustain aviation resources. Mission-specific subjects include air doctrine, operational planning, command and control, tactics, airbase defense, air-ground operations, and combat search and rescue.

Coalition Support. Actions taken to facilitate the cooperation, coordination, and integration of U.S. and foreign military forces during combined operations supporting mutual campaign objectives. Includes liaison functions, as well as training and advising coalition partners on tactics, techniques, and procedures, promoting combat effectiveness, safety, and interoperability.

Foreign Internal Defense (FID). Participation by civilian and military agencies of a government in any of the action programs taken by another government to free and protect its society from subversion, lawlessness, and insurgency.

Host Nation (HN). A nation which receives the forces and/or supplies of allied nations and/or NATO organizations to be located on, or to operate in, or to transit through its territory. For the purposes of this instruction, a nation with which the 6 SOS performs training and advisory duties.

Joint-Combined Exchange Training (JCET). Training accomplishing joint and combined training in specific special operations-related mission-essential tasks, increasing interoperability between U.S. and host-nation military and paramilitary organizations, and enhancing bilateral relationships.

Level 1 Mission Qualification: Level 1 (Mission Ready). Individual is considered fully deployable as part of a team. See Volume 1 of this instruction for minimum training standards.

Level 2 Mission Qualification: Level 2 (Team Leader). Individual is considered fully deployable, either alone or as part of a team. Can supervise Level 1 (Mission Ready) personnel.

See Volume 1 of this instruction for minimum training standards.

Mission Essential Task List (METL). List of tasks considered essential to accomplishment of a unit's mission. The METL establishes the specific focus of unit training; i.e., the unit trains to the METL to prepare for execution of its mission.

Mobile Training Team (MTT). A team consisting of one or more U.S. personnel drawn from Service resources and sent on temporary duty to a foreign nation to give instruction. The mission of the team is to provide, by training instructor personnel, a military service of the foreign nation with a self-training capability in a particular skill.

Non-Standard Aircraft. For the purposes of this instruction, "non-standard aircraft" refers to aircraft not currently in the United States Air Force inventory.

Participating Nation. A nation which receives the forces and/or supplies of allied nations and/or NATO organizations to be located on, or to operate in, or to transit through its territory. For the purposes of this instruction, a nation with which the 6 SOS performs training and advisory duties.

Primary Aircraft. A primary aircraft, as applies to this operating instruction, must be a USAF aircraft and is an aircrew member's aircraft of expertise. The squadron commander/operations officer designates the aircrew member's primary aircraft.

Primary Aircrew Position (pilots). For 6 SOS pilots accomplishing foreign training and advisory operations, a primary aircrew position entails access to a set of controls necessary to the safe and efficient operation of the aircraft. Having access to a second set of controls in an aircraft designated as a "single pilot" aircraft does not necessarily mean the pilot is occupying a primary aircrew position.

Primary Aircrew Position (non-pilot aircrew members). For 6 SOS non-pilot aircrew members accomplishing foreign training and advisory operations, occupying a primary aircrew position entails functioning as a member of the aircrew whose presence is required for operation of the aircraft.

Security Assistance. Groups of programs authorized by the Foreign Assistance Act of 1961, as amended, and the Arms Export Control Act of 1976, as amended, or other related statutes by which the United States provides defense articles, military training, and other defense-related services, by grant, loan, credit, or cash sales in furtherance of national policies and objectives.

Training. As applied specifically to the 6 SOS combat advisory and training mission, training enables foreign aviation units to accomplish (or employ) a variety of missions, technical functions, and skills. Training covers a variety of product subsets including tactics, techniques, and procedures in such areas as search and rescue, infiltration/exfiltration, air-ground coordination, maintenance, and supply. Instruction focuses on how to operate a specific weapon system or support item, and is not necessarily time or situation specific.